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GEOGRAPHICAL PUBLICATIONS

(Reviews and Titles of Books, Papers, and Maps)

For key to classification see "Explanatory Note" in Vol. II, pp. 77-81

NORTH AMERICA

General

Indian population in the United States and Alaska, 1910. 285 pp.; maps, diagrs. Bur. of the Census, Dept. of Commerce, Washington, D. C., 1915.

This volume deserves more than passing notice, for it is the result of the first attempt to secure through the census special data concerning the Indians as a separate element of the population. While the Department of Indian Affairs has for many years kept a roll of all Indians under its charge, these data were never subjected to systematic treatment or even made readily available to the public. Frequently one meets with these legitimate inquiries: Is the Indian steadily dying out under the economic and physiological pressure of our own culture, or is he holding his own? To what extent is he being assimilated, and what are the observable effects of race mixture with whites? The volume before us may be said to be the first discussion of these problems from the standpoint of systematic data.

The census returns show a total of 265,683 Indians in the United States and 25,331 in Alaska. Every state in the Union returned some Indians, but their distribution varies: Oklahoma leads with something more than one-quarter of the whole, while Arizona, New Mexico, South Dakota, California, Washington, Montana, and Wisconsin together account for one-half. These and other facts of distribution are shown not only by convenient tables, but by sketch maps and diagrams. As compared with the enrollment of the Department of Indian Affairs, there has been an increase of 7 per cent since 1890 in the United States, but a decrease in Alaska of 23 per cent, though in this case the data are far less reliable. As noted in the text of the report (p. 10) some allowance must be made for mixed marriages, since all offspring of such unions are counted as Indians; but even so there is no reason for assuming that the Indians of the United States are dying out. Furthermore, the chapter on age distribution shows that one-eighth of the population exceeded fifty years—a fair longevity.

However, one of the chief features of the report is the status of the mixed-blood. Thus, in the United States these full-bloods, as enumerated, were 56.5 per cent of the total and the mixed-bloods 35.2 per cent. For 8.4 per cent of the returns no data as to blood were given. Of the mixtures, 88,030, or 33.1 per cent, were with whites, of which 27.7 per cent were the offspring of marriages between full-blood Indians and whites, while of the residue 49.9 per cent of the total were more than half white. Thus, it is clear that the tendency is for those of partial white descent to marry white instead of Indian. Unfortunately the reports do not give us the character of the white-Indian marriages, but it is generally assumed that few white women marry full-blood Indians, the rule being for the reverse, so that the true half-breeds are the offspring of white men and Indian women. Reverting to our main topic, it is clear that the Indian is in a fair way of being absorbed by the whites.

Naturally the respective tribal groups differ in the amount of race mixture. Thus the Hopi, Navajo, and Zuñi are practically free from all mixtures; while the St. Regis and Croatan are less than 10 per cent pure-blood; and even the well-known Cherokee are but 22 per cent pure. On the whole, the purest groups are found in New Mexico and Arizona, but outside these states there appears no variation concomitant with geographical position. On the other hand, there is a correlation between the amount of mixture and cultural condition, since those tribes that have resisted most successfully the modification of their old modes of life are precisely the ones that lead in purity of blood.

The classification of mixed and full-bloods by ages reveals an excess of young people among the former; but this cannot be interpreted as wholly due to differences in the death rate for each class, for the data upon fertility show that sterility decreases steadily with the amount of white blood in the parents. Thus, while among full-bloods 10.7 per cent of marriages were without issue, among "the marriages of full-bloods with mixed-bloods, where less than one-half of the blood was white, the percentage of sterility was 8.8; for the marriages of full-bloods with whites, where one-half of the blood was white, the proportion of sterility was 7.7 per cent.; for the marriages between mixed-bloods, where the proportion of white blood may have varied considerably but was probably one-half or more, sterility was shown in 7 per cent of the cases; and finally, for marriages of mixed-bloods with whites, where more than one-half and often three-fourths or more of the blood was white, the percentage of sterility was only 5.8. Thus an inverse relation between the amount of white blood in the married couple and the proportion of childless unions seems to be established by'' the percentages. Furthermore, when the number of children is considered the mixed-bloods lead, but the marriages in which negro blood is found lead those with white blood. In some respects this excess of mixed-blood children is the most important point in the whole report, especially since an analysis of the vital data for these children shows that those of mixed-blood have greater chances of life. Hence, ''the results of studies on sterility, on fecundity, and on vitality all point toward one conclusion, and that is that the increase of the mixed-blood Indians is much greater than that of the full-blood Indians, and that unless the tendencies now at work undergo a decided change the full-bloods are destined to form a decreasing proportion of the total Indian population and ultimately to disappear altogether.''

It is a matter of no small significance that more than 60 per cent of all male Indians over ten years of age were engaged in gainful occupations and of these about 80 per cent were farmers or stock raisers. But 45.3 per cent of Indians are illiterate and but 31.3 per cent of those over ten years of age were unable to speak English. About three-quarters of the Indians are tax payers. These and many other facts of interest are made plain by tables and diagrams, all of which show the rapid march of cultural and racial assimilation.

Yet the most distinctive feature of the book remains to be noted—its grouping of all Indians according to their tribal and linguistic classifications. One of the great triumphs of American anthropology is the perfecting of a complete list of Indian linguistic families and the identity and habitat of the tribal divisions under each. All the statistical tables in this report are so classified as to show the returns for each of these tribal divisions and their distributions by states and counties. The explanatory text gives in alphabetical order a brief statement of the linguistic and geographical position of each recognized tribe; and, as this is an up-to-date and accurate compilation, this part of the volume stands as the best reference handbook on the subject. Fifty-two linguistic families are represented, embracing in all about three hundred and fifty tribal divisions. The data are so tabulated as to show the full condition of each tribe and the places of residence for all its members. Finally, a revised edition of the Powell linguistic map of North America on the scale of 1:15,000,000, is appended. Many editions of this map have been issued by the Bureau of American Ethnology since its first appearance in 1891, and there are few prominent anthropologists in the United States who have not at one time or another had a hand in its revision. Hence, as it stands, this map is the latest and most authoritative presentation of the linguistic distribution of Indian tribes in the sixteenth century and is one of the most important ethno-geographical contributions of our time. Some differences of opinion will always exist as to the exact limits of many of the linguistic areas designated on this map, but in the main positions all students are now agreed. Since the Indian seldom recognized very exact boundaries to his hunting lands or fully respected the claims of his neighbors, the precise boundaries upon the map should be taken as approximate.

CLARK WISSLER.

UNITED STATES

North Atlantic States

—— **New England, A handbook of: An annual publication.** 843 pp.; maps, ills., index. (Sargent's Handbook Series.) Porter E. Sargent, Boston, 1916. $2.50. 7½ x 5.

This is a book for the automobile tourist, not to help him find his way, but to assist him in getting real pleasure and satisfaction from his visits to the towns and cities that are connected by the most frequented automobile routes. The volume includes twelve introductory chapters dealing with the general features of New England, fifty-seven route descriptions, and a series of directories of ferries, hotels and tea rooms, schools, camps, etc. The description of each town takes up in general its location, its sites of interest, and the historical and literary events associated with it. This portion of the volume has been done with great care. Only occasionally is an item included that good taste would have suggested should be omitted. Any visitor to New England will find these descriptions most helpful and satisfying. Indeed it would be a poor tourist who would not be led from his beaten path by the alluring descriptions of little-advertised places.

The general chapters deal with the surface, climate, flora, and aborigines; with the New Englander, his language, the New England village, roads and highways, New England architecture, and the several states. These chapters are very unequal in character. The geological chapter is too technical for a layman, the chapter on New England climate is flippant and inadequate. The introductory chapter on ''New England in the Large'' and the chapters on the flora, on the language, and on the New England village are dignified and helpful, perhaps the best sections of this portion of the book. Taken as a whole the volume is worth while even to a New Englander, but every New Englander will regret the frequent sarcastic and would-be humorous interspersions that detract so much from the quality of a needed volume. The promised later edition should include more maps, especially local maps, and exclude many crudities hardly to be excused even in a first edition. R. E. DODGE.

GREGORY, H. E., AND A. J. ELLIS. **Ground water in the Hartford, Stamford, Salisbury, Willimantic, and Saybrook areas, Connecticut.** 150 pp.; maps, diagrs., ills., index. *U. S. Geol. Survey Water-Supply Paper 374.* Washington, D. C., 1916.

GROVER, N. C., C. C. COVERT, C. H. PIERCE, AND G. C. STEVENS. **Surface water supply of the United States, 1914. Part I: North Atlantic slope drainage basins.** 195 and xxxvii pp.; ills., indexes. *U. S. Geol. Survey Water-Supply Paper 381.* Washington, D. C., 1916.

HADIDA, M., edit. **Guia de New York para los touristas hispano-americanos.** 120 pp.; ills. Agencia de Touristas Latino-Americanos, New York, 1916. 25 cents. 7½ x 4½.

HARPER, R. M. **The natural vegetation of western Long Island south of the terminal moraine.** Reprinted from *Torreya,* Vol. 17, 1917, No. 1, pp. 1-13.

HARSHBERGER, J. W. **The New Jersey pine barrens.** Ills. *Amer. Museum Journ.,* Vol. 17, 1917, No. 4, pp. 245-252.

JOHNSON, CLIFTON. **New England: A human interest geographical reader.** xii and 371 pp.; map, ills., index. Macmillan Co., New York, 1917. $1.00. 7½ x 5.

North Central States

BLAIR, W. R. **Free-air data at Drexel Aerological Station: January, February, and March, 1916.** 59 pp.; diagrs. *Monthly Weather Rev. Suppl. No. 5.* U. S. Dept. of Agriculture, Washington, D. C., 1917.

The rapidly increasing importance of aviation, in war, and, after the war, in peace, puts more and more emphasis upon the need of securing reliable data from the free air. The Weather Bureau, at its aërological station at Drexel, Nebraska, is carrying on systematic work in the exploration of the air. The present publication, which bears the sub-title *Aerology No. 2,* gives the complete data for January, February, and March, 1916. There is a brief introductory statement, and six diagrams show the distribution of the free-air temperatures above Drexel during six different periods of observation. Later on, when air routes are regularly followed by a commercial airplane service, these data from Nebraska will prove their practical usefulness. R. DEC. WARD.

—— **Rosenwald Hall, Four addresses at the dedication of.** *Univ. of Chicago Mag.,* Vol. 7, 1915, No. 6, pp. 175-181. [Rosenwald Hall is the new home of the Departments of Geology and Geography of the University of Chicago. The four addresses are: ''Some Matters of History'' by R. D. Salisbury; ''The Earth Sciences and Education'' by Eliot Blackwelder; ''The Earth Sciences and Government'' by F. W. DeWolf; and ''The Earth Sciences and Culture'' by W. W. Atwood.]

EUROPE

THE LOW COUNTRIES, LUXEMBURG

BEEKMAN, A. A. **Nederland als polderland.** 2nd edit. xii and 475 pp.; maps, diagrs. W. J. Thieme & Cie, Zutphen, [1915?]. 9 x 6.

This work not only is one of the few works in existence that deal with the intricate system of the reclaimed lakes, riverbanks, and seashores of the Netherlands but can be said to cover the subject undertaken so thoroughly that later students and authors will constantly be forced to use it for reference. It would be hard to give a literal English translation of the title. *Polder* means a ''drained marsh'' and *polderland* should mean ''land formed by the draining of marshes.'' Not all reclaimed land in the Netherlands, however, was formed from marshes and lakes; considerable areas were redeemed by the control of river courses and even by fighting the sea for supremacy.

As an officer of the Engineer Corps of the Dutch Army, Dr. Beekman not only had every opportunity of studying the reclaimed areas of the Netherlands but brought out, thirty years ago, a first edition of the work under review. In the introduction of this second and greatly enlarged edition he deplores the ignorance of the Dutch themselves of the methods by which the more important part of the Netherlands has been formed and the means by which these same lands are protected from their ever-present enemy, water. With the small neutral country of the Netherlands in constant apprehension from a German invasion, it is interesting to be able to study, in Dr. Beekman's book, the means that could be employed to inundate certain parts of the country in order to form an aqueous border against an invading host.

The author has divided the entire Netherlands into districts according to their geological features and begins the description of each district with a thorough historical study showing the exact area before reclamation and the gradual victory of man. Not only are these data valuable to the expert in hydraulics, but the historical student finds here an explanation of the seemingly arbitrary boundaries of the Dutch provinces and exhaustive information regarding the obscure origin of many place-names, especially of those ending in *sluis, sloot,* and *dam,* these endings meaning "sluice, or lock," "ditch," and "dam."

After an historical dissertation on each district, the author describes at length the means that were employed in draining or reclaiming and gives statistical figures showing in each instance the exact area of land that was gained, its depth below sea level, its agricultural possibilities in relation to its geology, and the manner in which its waterways connect with the canal system of the surrounding country.

The earliest type of windmill as well as the latest type of centrifugal pump are described, with their application to the many problems of the Dutch drainage systems. This machinery is, of course, used only in the reclamation of lakes and marshes. But the means by which the Dutch curb their rivers and make them narrower by a system of dams, thereby gaining large areas of dry and extremely fertile land, are also described in detail: so also are the methods used, by the building of enormous dikes, not only to prevent encroachment of the sea, but to form new land by the very action of the sea itself.

The student of early man in Europe can gain much from a perusal of Dr. Beekman's book. Before Germany was settled, the Netherlands were inhabited by the Batavians and the Frisians. These rude, paleolithic tribes erected the various types of hummocks found throughout certain provinces of the Netherlands to serve as a protection against the rise of the surrounding waters, in very much the same manner as the Apalachees built their mounds in the Everglades of Florida. And even in historical times, Dr. Beekman tells the reader, a sudden rise in water level due to the breaking of a dike has sometimes forced the inhabitants to take up their abode on one of the so-called "shelter-hills" built during the Roman occupation.

Dr. Beekman's text alone would be a welcome addition to our scant knowledge of the subject with which he deals. But, in addition, he furnishes us with numerous valuable maps. A general map of the Netherlands, 1:600,000, shows the drainage basins (with profiles showing the gradients of the principal rivers). Two maps, 1:275,000, show the polder systems of the province of Holland in great detail, while a map of the Dollart, the estuary of the Ems, illustrates the contest of sea and land in that region. Several small maps represent conditions in the early Middle Ages in various regions of interest, and there is a valuable inset, 1:100,000, showing the present and past channels of the lower Rhine.

The only criticism to be made is that the work has not been indexed, having merely a table of contents, which, of course, is of no material aid to one wishing to consult a special point. THEODOOR DE BOOY.

EASTON, C. **Het Dordtsche probleem (de vroegere loop der rivieren bij Dordrecht).** Maps. *Tijdschr. Kon. Nederl. Aardrijk. Genoot.,* Vol. 34, 1917, No. 1, pp. 1-37.

GALLÉ, P. H. **De storm van 13-14 Januari 1916.** Maps. *Tijdschr. Kon. Nederl. Aardrijk. Genoot.,* Vol. 33, 1916, No. 3a, pp. 351-363.

—— **Handelsbeweging, De, der buitenbezittingen in 1914. Part I: Met het Buitenland.** 41 pp. **Part II: (a) met Java; (b) met andere gewesten der buitenbezittingen; (c) Afzonderlijke beschouwing van enkele producten der buitenbezittingen.** 139 pp. *Mededeelingen van het Bur. voor de Bestuurszaken der Buitenbezittingen, bewerkt door het Encyclopædisch Bur., No. 9.* Filiaal Albrecht & Co., Weltevreden, and G. C. T. van Drop & Co., The Hague, 1915. Each Fl. 1.50. 11 x 9. [Trade with the Dutch colonies.]

—— ***Belgium.*** 1:100,000. Sheets: No. 1 A, Dunkerque; No. 2, Ghent; No. 5, Tournai (2nd edit.); No. 5 A, Hazebrouck (2nd edit.); No. 12, Valenciennes (2nd edit.).

Geographical Section, General Staff, War Office, London, 1915-16. [Sheets of a topographical map which is a product of the war. Drainage in blue, contours (interval, 10 meters) in brown, woods in green, roads in red, towns in black.]

AFRICA

GENERAL

WALKER, H. F. B. **A doctor's diary in Damaraland.** vii and 207 pp.; map, ills. Edward Arnold, London, 1917. 7s 6d. 9 x 5½.

WHITTALL, W. **With Botha and Smuts in Africa.** 279 pp.; maps, ills. Cassell & Co., Ltd., London. 6s. 8 x 5½.

YOUNG, F. B. **Marching on Tanga (With General Smuts in East Africa).** xii and 265 pp.; map, ills. W. Collins Sons & Co., Ltd., London, 1917. 6s. 8 x 5.

There is an absorbing quality in these three personal narratives: its basis lies largely in their effective portrayal of the distinctive geographical aspects of the campaigns. This is the scene of the campaign in German Southwest Africa described by Commander Whittall: ''Hundreds of miles of stark desert, almost waterless and without vegetation save for occasional patches of poisonous 'milkbush' scrub; poisoned and polluted water-holes and mine-strewn tracks; scorching sun by day and frost at night; flies that were like the Egyptian plague, sand that was like marching in deep snow and, where the sand was not, rock that cut the stoutest of boots to ribbons in a week.'' It is an epitome of the geography of a large area of Southwest Africa.

All three writers are naturally concerned for the most part with the inimical aspects of nature. Whittall, in command of an armored-car squadron operating first in the desert sands of German Southwest and later in the equatorial sloughs of German East Africa, had a full experience of transport difficulties. His narrative shows explicitly some of the obstacles to be overcome in the opening up of Africa.

Dr. Walker's experience in the less mobile service of the field hospital was less extensive. He found leisure for observations on the natural history of his surroundings. He notes for instance the rare occurrences of the Swakop flood and a thunderstorm at the port and the curious phenomenon characterizing the coast waters during the Christmas season, when the gas-impregnated waters kill quantities of fish—each event, it may be noted, of a more than local interest, for parallel happenings take place on the analogous coast of South America. The pictures of the country seen by Dr. Walker are well worth noting; such is that of Windhuk—height encircled, its red roofs, white walls, and seven slender black towers (the noted wireless station) standing out of a landscape dappled with green thorn trees, bleached winter grass, and white sand.

The author of ''Marching on Tanga'' is a poet as well as a fighter. Beyond the cruelties of the struggle he feels the spell of Africa. In the dangers of the bush he sees the strange beauties around him: ''And then, to my horror, the bush suddenly ended. We came without warning to one of those wondrously beautiful slades of waving grasses with which the thorn is scattered. All down the Pangani we had seen them waving their purple heads in the sun; but here the country was more parched and the waves were silver. A lovely sight, and very easy going; but to cross it would have meant certain death . . . . Our only chance lay in keeping to the bush around the slades of grass.'' And this is the bush: ''Eternal thorn of mimosa and acacia, set with brushwood and spears of wild sisal below, tangled with fleshy cactus above—scattered here and there with withered candelabra trees lifting their dry arms above the thorn.'' There are also allusions to matters of deep human importance. The dwellers in the war-swept zones of Europe are not the only innocent sufferers. On the natives of Africa hardships have been entailed, loss of homes and resources and the stirring up of troublesome tribes. And the great movements entailed will not improbably further the spread of disease ''in lands where assuredly there is enough already.''

In the preparation of the article on the military campaigns against Germany's African colonies appearing in this number of the *Review* these three books were found exceedingly useful.

SUDAN AND UPPER GUINEA

CLARIDGE, W. W. **A history of the Gold Coast and Ashanti from the earliest times to the commencement of the twentieth century.** With an introduction by Hugh Clifford. **Vol. I:** xxxiii and 649 pp.; map. **Vol. II:** xv and 638 pp.; maps, bibliogr., index. John Murray, London, 1915. £1 15s. for 2 vols. 9½ x 6½.

This work is an important addition to African literature. It stands for much more than its title implies, for it gives a clear and adequate account of all the early explorations along the African coasts; and all of them had their part in leading up to the Gold Coast enterprises. The Gold Coast for three centuries was the center of most European endeavor, good or bad, in Africa. These enterprises were the natural sequence of the life work of Prince Henry the Navigator, who sent many expeditions far down the west coast though they did not quite attain the Gold Coast. Prince Henry was preceded by other sailors also, and Dr. Claridge tells what they reported and critically examines their stories.

These early voyages also advanced the art of navigation. Prince Henry's caravels hugged the coasts, for it was not believed that any vessel could survive in the open sea, till one of his craft was blown out into the ocean and discovered the Madeira Islands, 360 miles from the African coast. Such work opened the way for Columbus' great venture. The slave trade originated along the west coast, and the author gives a connected account of the rise and progress of this infamous traffic. Thus we find in this work not only the detailed story of the Gold Coast colonies and Ashanti but also summaries of the relationship, for some centuries, between the whites and all these border lands of West Africa.

The story of the Gold Coast itself, especially during the hundred and sixty years of the Portuguese occupancy, has scarcely a redeeming feature. It was a time when greed, injustice, and brutality marked the policy of white adventurers, as is vividly set forth in this narrative. The larger part of the work is given to the rise, progress, and fall of the Ashanti nation. For two hundred years this remarkable people protected themselves against the aggression of all other Africans, but their empire crumbled completely at last, after seven wars with England between 1803 and 1900. Their military genius made them the most formidable native race in Africa; but whatever injustice may have been done them they are today more happy and prosperous than ever before, for their energies are given to the cultivation of their farms and cacao plantations and to the improvement of their towns.

Dr. Claridge's volumes show great diligence, a critical faculty, and the power of grouping facts in logical order and in proportions justified by their relative importance. It is a work that all students of Africa should read. Cyrus C. Adams.

Regelsperger, Gustave. **Afrique Occidentale Française.** *Bull. Soc. de Géogr. Comm. de Paris,* Vol. 38, 1916, No. 7-9, pp. 454-455. [Abstracted in the July, 1917, *Review,* Vol. 4, p. 61. Deals with a journey by R. Chudeau in a portion of Upper Senegal opened up by the railroad connecting the upper Senegal River with the upper Niger.]

Renaud, J. **Le port de la Côte d'Ivoire.** Maps. *La Géographie,* Vol. 31, 1916-17, No. 1, pp. 1-30. Paris.

Van Vollenhoven, J. **L'aide de l'Afrique Occidentale à la métropole.** *Renseign. Colon.* (*Suppl. à l'Afrique Française*), 1917, No. 7-8, pp. 182-186.

Vasconcellos, E. J. de C. E. **Archipelago de Cabo Verde: Estudo elementar de geographia phisica, economica, e politica.** 126 pp.; map, bibliogr. (Series: Colonias Portuguezas.) Centro Typographico Colonial, Lisbon, 1916. 8½ x 6.

—— **West Africa, The new coal-field in.** Map, ills. *Bull. Imperial Inst.,* Vol. 14, 1916, No. 3, pp. 369-378. [Abstracted in the May, 1917, *Review,* Vol. 3, p. 403.]

X——. **Douala, port français.** Ills. *L'Afrique Française,* Vol. 27, 1917, No. 5-6, pp. 179-183. [Duala in the German colony of the Cameroons, conquered by the Allies in 1916.]

—— ***Africa, 1:125,000. Sheet North B-32/N-III (Kba).*** [Geogr. Section, General Staff, War Office, London.] 1st ed., rev. to 1914.

—— ***Africa, West coast of. Forcados River to Opobo River.*** 1:250,000. *U. S. Hydrogr. Office Chart No. 2352.* Washington, D. C., July, 1916.

ASIA

Siberia

Czaplicka, M. A. **My Siberian year.** xii and 315 pp.; map, ills., glossary, index. James Pott & Co., New York, [1916]. $3.00. 9 x 5½.

The author was one of a party who left England in the spring of 1914 under the auspices of Oxford University to travel in Siberia. Mr. H. U. Hall, to whom the book is dedicated, represented the University of Pennsylvania Museum on the expedition. (An article by Mr. Hall, based on the observations of the expedition, appears in this number of the *Review.*) The book contains much of interest in spite of a somewhat wandering method of presentation. There are many valuable illustrations taken from photographs, but the map, purporting to give the route of the expedition, is of little use on account of its incompleteness. However, an ordinary atlas (or the map on p. 2 of this number) will allow the reader to follow Miss Czaplicka in her journey. The first summer was spent in the Big Low Tundra, the land of the Samoyedes, at the mouth of the Yenisei; the following winter among the Tungus near Turukhansk on the Yenisei just below the Arctic Circle; and the next summer in the Minusinsk district along the upper Yenisei south of Krasnoyarsk, a region not only picturesque and fertile but valuable both for its wealth of minerals and for the evidence of an ancient people that dwelt there in the days of the mammoth and the woolly rhinoceros. The author writes with sympathy and understanding of the people of the far north, with their childlike virtues and faults and their pitiful helplessness in the hands of the traders along the river, who, with a bottle of vodka, drive unmerciful bargains with the trappers and fishermen.

While the chief wealth of the northern peoples consists of reindeer, fish, mainly sturgeon and salmon, are of great value. In the Ob from sixteen to twenty thousand tons of fish are caught every year. On the Yenisei, where settlements are fewer and the means of transport less developed, the yield is between three and four thousand tons a year.

The working of primitive law on the tundra is shown in an account of the meeting of a native council composed of representatives of each clan. The council, which dates back to remote times, was originally a very democratic institution, but Russian influence in strengthening the power wielded by the presiding officer has made it less so. In the ''Christian shamanist'' is found the merging of ideas between primitive European and Asiatic minds, some superstitions of the Russian Christians being superimposed on the natives' belief in the medicine man, or shaman. The author suggests that the ideal apostle to these people would be a medical missionary to take the place of the shaman, and minister equally to body and soul. A weird and terrible tale is told of the working of the shaman's curse on an unfortunate who when drunk jibed at his pretensions.

The cunning policy of the late Russian Government in including in the same group of exiles both criminals and political offenders has had the desired effect of lessening the sympathy which the Siberian peasants formerly felt for the ''politicals,'' a term which now by the undiscriminating has become a term of contempt.

In conclusion, the author discusses Siberia's possibilities as the Canada of the East, the home of a great self-governing people. Improvements in transportation are of great importance here, but the opening of the Kara Sea route, long closed by tariff regulations, and the extension of railways and canals are hopeful signs for the future.

R. H. JONES

CZAPLICKA, M. A. **On the track of the Tungus.** Ills. *Scottish Geogr. Mag.,* Vol. 33, 1917, No. 7, pp. 289-303.

KAMINER, A. **L'industrie de la Sibérie et la guerre.** Ills. *La Nature,* No. 2242, 1916, Sept. 16, pp. 189-192.

KRYLOV, P., AND E. STEINBERG. **Contribution à la flore du district Kansk de la province Jenisei.** *Bull. Acad. Imp. des Sci.* [*de Pétrograd*], Ser. 6, 1917, No. 1, p. 1. [In Russian.]

LAUWICK, MARCEL. **Proposed new railways in Siberia: Opening up Lena and Ob districts.** Map. *London Times Russian Section,* No. 20, 1916, May 27, p. 12. [Abstracted in the December, 1916, *Review,* Vol. 2, p. 472.]

—— **Siberia, Rapid growth of.** Map. *London Times Russian Section,* No. 23, 1916, Aug. 26, p. 6. [Abstracted in the October, 1916, *Review,* Vol. 2, p. 309.]

—— **Siberian village life.** *London Times Russian Section,* No. 23, 1916, Aug. 26, pp. 6-7. [Abstracted in the October, 1916, *Review,* Vol. 2, p. 309.]

V—, J. **Le commerce extérieur russe par Vladivostok pendant la guerre.** *La Nature,* No. 2238, 1916, August 19, pp. 119-120.

SOLEY, JOHN C. ***Coast line of Northeast Siberia, the New Siberian Islands and Kaiser Nikolas Land and Cesar-evich L. as discovered by the hydrographic expedition under Capt. Wilkizki, I. R. N., 1913.*** 1:6,000,000. U. S. Hydrogr. Office, New Orleans Branch, 1916.

—— ***Vladivostok harbor and vicinity, including the Eastern Bosporus or Hamelin Strait. (From Russian surveys between 1875 and 1896).*** 1:25,000. *U. S. Hydrogr. Office Chart No. 2071.* Washington, D. C., July, 1916.

AUSTRALASIA AND OCEANIA

Australia, New Zealand

TAYLOR, GRIFFITH. **The control of settlement by humidity and temperature (with special reference to Australia and the Empire): An introduction to comparative climatology.** 32 pp.; maps, diagrs. *Commonwealth Bur. of Meteorol. Bull. No. 14.* Melbourne, 1916.

The intimate relations which exist between climate and weather on the one hand, and the health, activity, and progress of mankind on the other, have long been an interesting subject for discussion. From the days of the early Greek philosophers and geographers, such as Parmenides and Strabo, through scores of later Latin writers, down to the recent investigations of Osborne, Vincent, Lancaster, Tyler, Huntington, and others, attention has been paid to such relations. It is natural that the later work has concerned itself more and more with *quantitative* expressions, in terms of temperature, humidity, wind movement, etc., in the effort to give more exact and more practical results. The literature on this matter is growing rapidly.

Dr. Taylor's memoir is one of the most noteworthy discussions which have yet appeared and, although already referred to in these pages (*Geogr. Rev.*, Nov., 1917, Vol. 4, pp. 401-403), merits a more extended notice. Essentially, it deals with the elements of relative humidity and temperature in their relation to the development of the white races and considers the difficulties in connection with the settlement of tropical lands, especially Northern Australia, by white men. The object in view is to determine broadly the *limits of comfortable settlement.*

Parts II and III of the memoir concern the mean annual range of temperature and the mean monthly relative humidity of Australia. Part IV deals with the ''climograph'' and its value in climatology. The climograph is ''a graph in which the twelve monthly mean values of wet-bulb temperatures and relative humidity at a given place are plotted as a twelve-sided polygon, with wet-bulb ordinates and humidity abscissae'' (see Fig. 1 in the *Review, loc. cit.*, p. 402). The climographs for twelve important centers of Anglo-Saxon settlement were averaged, and this average, or *type white climograph,* is used as a standard in all the other climographic charts. It ranges between the following limits: summer, wet-bulb, 62° F., humidity, 68.5 per cent; winter, wet-bulb, 37° F., humidity, 81 per cent. These results are, in general, similar to those reached by Huntington in his work. Specimens for typical climates illustrate the value of the climograph in any studies of climate in relation to settlement by white men. A tentative ''scale of discomfort'' is suggested. I, the *most comfortable,* has a mean monthly wet-bulb range of 45°-55° F. and approximately no uncomfortable days per month. VI, *continuously uncomfortable,* has an average monthly range of wet-bulb readings over 75° F. Such a scale suggests the late Professor Abbe's ''curve of comfort'' and Tyler's scale of ''hyther.'' The last section of the memoir gives examples of climographs for the major natural regions suggested by the late Professor A. J. Herbertson. These diagrams show how neighboring localities differ *inter se,* how closely their climates resemble those of distant ''homoclines'', and how each differs from the *type white climograph.*

The author clearly emphasizes what he considers the most important feature of the memoir: it is the comparison which is here made between the various English colonies with reference to their availability for successful settlement by English people. The memoir was written in an attempt ''to give a scientific basis to the climatic aspect of Empire-building and Empire-welding.'' The patriotic motive was obviously a very strong one.

Dr. Taylor's monograph is an extremely interesting and suggestive discussion of a very important subject. It merits careful study. A mere glance through its pages will not suffice for those who are working on the larger human relations of climate. The immediate practical application of the facts here set forth to the national problems of geographic rearrangements and of new settlements which will follow the war is obvious. The memoir distinctly deals with practical economic and political climatology.

R. DEC. WARD.

BASEDOW, HERBERT. **Physical geography and geology of the Western Rivers' District, Northern Territory of Australia.** Map, diagrs., ills., bibliogr. *Proc. Roy. Geogr. Soc. of Australasia, South Australian Branch: Session 1914-15,* Vol. 16, pp. 147-217. Adelaide, 1916. [Notes made by the author in the field, 1905. A geological map accompanies the article.]

BEST, ELSDON. **Maori and Maruiwi: Notes on the original inhabitants of New Zealand and their culture; on the question of how that culture affected the later-coming Maori; and on the existence in these isles of customs, arts, and artifacts**

not traceable to Polynesia. *Trans. and Proc. New Zealand Inst.*, Vol. 48, 1915, pp. 435-447. Wellington, 1916.

Best, Elsdon. **Maori storehouses and kindred structures, houses, platforms, racks, and pits used for storing food, etc.** Preface by J. A. Thomson. viii and 107 pp.; ills., bibliogr., index. *Dominion Museum Bull. No. 5.* Wellington, 1916.

Best, Elsdon. **Maori voyagers and their vessels: How the Maori explored the Pacific Ocean and laid down the sea roads for all time.** Glossary. *Trans. and Proc. New Zealand Inst.*, Vol. 48, 1915, pp. 447-463. Wellington, 1916. [The vessels of the voyagers; the discovery of New Zealand; the peopling of the Pacific.]

EDUCATIONAL GEOGRAPHY

Goode, J. P. ***Physical and Political Wall Map Series.*** [18 maps, each of the 9 areas being represented by a physical and a political map:] (1-2) ***North America.*** 1:6,167,209 (*sic*). (3-4) ***United States.*** 1:3,015,936 (*sic*). (5-6) ***South America.*** 1:6,167,209 (*sic*). (7-8) ***Europe.*** 1:4,500,000 (9 10) ***Africa.*** 1:7,793,280 (*sic*). (11 12) ***Eurasia.*** 1:9,376,330 (*sic*). (13-14) ***Australia and the Philippines.*** 1:5,702,400 (*sic*). (15-16) ***The World*** (in Mercator's Projection). Equatorial scale, 1:26,294,400 (*sic*). (17-18) ***The World in Hemispheres.*** 1:26,000,000. With two insets, 1:75,000,000: (a) Natural Vegetation and Ocean Currents; (b) Mean Annual Rainfall and Prevailing Winds. Rand, McNally & Co., Chicago, 1913-17. Price, $7.50 each, or more according to style of mounting.

As the first modern geographical wall maps of American manufacture, this series, now completed, deserves special attention. It represents a fundamental step in the right direction and fulfills a really important mission. In the physical set of the series American teachers for the first time have at their disposal adequate physical maps of the continents made for their own use. The fact that in planning this undertaking it was decided to make one of the sets physical is evidence of the author's recognition that the fundamental geographical map is the one showing relief.

Relief is shown by the usual tints varying, for the land, from green through yellow to brown, supplemented by hachuring, and, for the ocean, from white through light blue to dark blue. The land tints are separated by the contours of 0, 1,000, 2,000, 5,000, and 10,000 feet (100- and 500-foot contours are added on the United States map, the former not as a tint boundary; and the 5,000-foot is contour omitted from the world map) and the water tints by the isobaths of 0, 500, 5,000, 10,000, 15,000, and 20,000 feet (15,000-foot isobath omitted from the world map). This selection does not seem entirely fortunate. On land it omits the critical 600-foot contour, which broadly divides the lowlands from the highlands the world over—those lowlands which constitute one-third of the land surface of the globe and on which lives the greater part of human kind. In the highest elevations the subdivisions seem somewhat minute. Only one-tenth of the land surface lies at an altitude greater than 6,000 feet; and yet two tints are used for elevations above this level. Similarly it seems unnecessary to indicate by two tints the abyssal depths (below 16,000 or 18,000 feet), as they constitute a single broad division of submarine relief; one tint would have sufficed for this category (accounting, as it does, for only 1.4 per cent of the ocean floor) without impairing the effective representation of the characteristic troughs of the western Pacific. A scheme of vertical subdivision made up of more critical values might possibly read as follows: 6,000, 4,500, 3,000, 1,200, 600, 0, —600, —6,000, —12,000, and —18,000 feet. Through the introduction of the 600-foot contour the unnatural island-like appearance of certain highlands might have been avoided, which here seem to rise abruptly from the surrounding lowlands, an effect heightened by the sharp contrast between the green and the yellow tint used. This is notably the case with the Appalachians, as was pointed out in a previous review of the North American map in the series (*Bull. Amer. Geogr. Soc.*, Vol. 46, 1914, pp. 715-717), a defect which the addition of the 500-foot contour on the United States map has noticeably remedied. The Brazilian Highlands suffer from the same treatment: this omission creates the impression that the lowlands of the Paraguay and of the Madeira are continuous, as it suppresses the meeting tongues of upland connecting the Bolivian plateau and the Matto Grosso highland.

Ocean depths are not always represented in the same way for identical regions. While the Liukiu, Philippine, and Sunda Troughs appear on the maps of Australasia and the world, they do not appear on the map of Eurasia, dated 1914, although complete information has been available since the publication in 1909 of the results of the *Planet* expedition.

In addition to hypsometry and bathymetry the maps of the physical set show warm and cold ocean currents and January and July isotherms. The isotherm interval used, 10° C., or 18° F., is somewhat too large to bring out more than the most general climatic elements. A misconception, on the map of North America, of the temperature conditions over Greenland has been corrected on the map of the world.

The maps of the political set show, besides the political units and their subdivisions, cities (also on physical set), the main steamship lines (with distance in nautical miles), ocean cables, and railroads, distinction being made between the more important and the less important lines. The political units are very effectively brought out by marginal coloring. The cities are classified according to their size, the two largest classes on each map being made prominent by a red symbol and large lettering. On the map of Africa it may be the occasion of surprise to some to find the generally unknown towns of Abeokuta, Ibadan, and Ilorin ranked with Cape Town in size (100,000-200,000 class). And yet these three native towns are the expression of Africa's largest densely populated area, Nigeria. (However, a recent authority—Herbertson in "The Oxford Survey of the British Empire," Vol. 3, gazetteer—credits Abeokuta with only 60,000 and Ilorin with 70,000 inhabitants). The criterion used to distinguish the main trunk lines from the secondary railroads, as defined in the legend, does not seem fortunate. Except for the maps of Europe and Eurasia, main lines are considered to be those which connect cities of a certain rank, such as those of 200,000 inhabitants or over. For South America this leads to treating the Buenos Aires-Tucumân-La Quiaca line as secondary, except for the stretch Buenos Aires-Rosario. Even with the less arbitrary division on the map of Europe such important trunk lines as the Italian east-coast line to Brindisi and the Budapest-Iron Gates-Bukharest line are shown as secondary and the outlet of the latter to Constantza is not indicated at all.

Viewed broadly as to their general treatment both sets, the physical and the political, are very satisfactory. The requirements of a wall map, presentation of essentials only and effectiveness at a distance, have, on the whole, been well met. The altitude tints are very telling, and the coast line and the rivers are in general treated in the bold manner necessary for legibility at a distance. (Some rivers are shown in hair line: it would seem better to omit them altogether or, if considered essential, to weight them equally with the others.) The treatment of steamship routes is less in keeping with these principles: not only are they represented by lines so thin that, when single, they are not visible at a distance, but there is also a tendency to show individual lines rather than trade routes, so that, between Hongkong and Singapore, for instance, four or five thin parallel lines are used instead of the generalized line that sound pedagogy and cartography require. On the other hand, educational principles are observed in the arrangement of the maps as to the area covered. Eurasia is the title and the content of the sheet designed for Asia; and the inclusion of the whole Mediterranean, with its African shore, on the map of Europe and of the coast of Brazil on the map of Africa is evidence of the desire to bring out broader relationships.

In the matter of scale, however, the absurdity of citing the natural scale to the nearest unit (or ten or hundred or thousand, for that matter, on small-scale maps) has evidently not been realized since attention was called to it in the previous review mentioned. The underlying conception would almost seem to be that the question of scale is fortuitous and not in the control of the compiler. And yet the matter is very simple. A definite scale, suitable to the desired detail and the size of the map, is decided on beforehand, preferably one in round numbers, as 1:6,000,000 or 100 miles to the inch, and the map is then drawn with a view to reproduction on, or reduction to, that scale. If a miles-to-the-inch scale is used as the basis and it is desired to add the equivalent natural scale, this should be done exactly, in multiples of 63,360, a principle which is violated on all the maps except those of Australia and the United States (e. g. North America and South America, "1:6,167,209, or 97 miles = 1 in."). If the natural scale is the basis, this should always be given rounded off to at least one per cent of the denominator (e. g. to the nearest ten thousand in millionth scales) as any greater nicety is rendered futile by the limitations of printing and the liability of paper to shrinkage.

But these imperfections should not obscure the larger value of the series. To accustom our teachers to the use of the physical map is no unimportant mission. That custom once firmly established, we can then proceed to the wider field of mapping, as Unstead and Taylor have done in England, the gamut of geographical phenomena for each region or—a specifically American undertaking—of representing on a larger scale the individual sections of our country.